

THE ALL-STAR REMAINS THE SAME

The Shamrock Is Remeasured
with Her Anchor and Chain
Aboard, but Loses Nothing.

LIGHT BREEZES TO-DAY

Weather Experts Not Enthusiastic
Over Prospects for Racing Winds
for the Great Rivals.

SIR THOMAS STILL HAS HOPES

Says "Wait." Despite Fact That \$5,000 to
\$500 Is Recorded as a Wager
Against His "Lifter."

SANDY HOOK AT MIDNIGHT.
There is a light southwest breeze,
with clouds and fair weather off
shore.

HERALD WEATHER FORECAST.
In New York and neighboring
regions to-day fair, warmer and more
sultry weather will prevail, with
fresh and steady southeast to south-
west winds, ranging from six to twelve
miles an hour off Sandy Hook, fol-
lowed by partly cloudy conditions.

WASHINGTON'S FORECAST.
The winds off Sandy Hook Tuesday
will be light, east to southeast, pos-
sibly shifting to southerly toward
the day. Weather partly cloudy to
cloudy, with a possibility of show-
ers.

That hope which springs eternal in the
human breast still buoyed up the gallant
cruiser, who yet cherishes a fine,
healthy faith in the ability of his yacht
to distinguish herself in some other di-
rection than fighting it out for last place.

"All I can do," said Sir Thomas Lipton
yesterday, after he had witnessed the re-
measurement of the Shamrock III, and
which, by the way, brought about no
change in that vessel's time allowance, "is
to hope for the best. I am free to say
that the Reliance surprised me very
much on Saturday, particularly in her
running qualities. I had thought that the
Shamrock would beat her easily on this
point of sailing. I had thought, too, said
the knight somewhat sadly, "that the
Shamrock would hold the Reliance in the
windward work. The Reliance is certainly
a wonderful yacht, but there are yet at
least two races to be sailed."

When asked what he expected of them,
Sir Thomas intimated that sufficient for
the day were the evils thereof.

Captain Wringe, sailing master of the
yacht which has hitherto exemplified her
inability to sail—at least in company with
so fast a craft as the Reliance—was at
the basin yesterday when the challenger
was being remeasured.

"More luck," wished a genial friend.

"More speed," corrected the Shamrock's
skipper.

With the men of the Reliance their faith
in that matchless cutter ran so high that
one could not touch it with a balloon, and
out from the West came the stirring news
that a bet of \$5,000 to \$500 had been placed
that the defender would defeat the chal-
lenger without ever allowing that boat
one small thumbnail of glory such as
she would gain with the triumph of winning
one race.

While interest has much waned in the
event, as interest customarily does in af-
fairs whose conclusions are apparently
foregone, there doubtless will be another
large attendance at the scene of contest
to-day. And it is predicted that there will
be no further attempts at interference on
the part of the excursion fleet such as was
seen on Saturday. Captain J. D. Walker,
who controls the patrol division, having
taken such drastic measures with those
who disregarded orders on that occasion
that it is believed no others will attempt
to break through the line of patrolling
cutters.

TIME ALLOWANCE REMAINS THE SAME

The Shamrock III, with Anchor and
Chain Aboard, Retains Her
Water Line Figures.

It has been decided that the Reliance
will continue to allow the Shamrock III,
over the cup course.

"It is the right thing to have the Sham-
rock here. We have taken out some bal-
last, but I do not think she will be found
to have a much shorter water line on being
remeasured."

Thomas Lipton thus spoke to a
friend as he was going on the challenger
at Erie Basin yesterday morning, that he
might be with his crew when Mr. Mower
N.Y.C.C., again measured the water line
length of the boat. Sir Thomas' manner
was not eager and his expression was not
hopeful. He was the same true sports-
man, but the feeling of confidence that he
had regarding the invincible qualities of
his yacht had swayed and wavered under
the surprise of Saturday's defeat.

Mr. Fife was busy preparing the boat for
the official measurer's attention. Vice Com-
modore Sherman-Crawford was adding him
as far as practicable, Captain Wringe was
adding little and was silent. Colonel Neill
was on the dock watching Sir Thomas,
while Dr. Neale was standing very close
to the Shamrock's owner. It was not an
occasion for the challenging party to dis-
play any paroxysms of joy.

Club Is Represented.
On the dock at the same time in a group
were former Commodore S. N. Nolen,
Kane and Edward H. Wales, of the Regatta
Committee, N.Y.C.C.; Robert Bacon, the
N.Y.C.C. member who sails on the chal-
lenger during the races; Secretary Cor-
mack and George C. Pease, a club mem-
ber, all of whom were discussing in a quiet
manner the possibility of a Shamrock III
rock water line length by Mr. Fife's
charges.

Everything available was off the boat
and out of the boat. Hand brushes and
tin pans from below went the same way
as the sail covers and the Royal Yacht
Club's flag bent on the flagstaff at over-
the side into convenient seats.

While the crew were waiting, the most
moody, and these ordinarily jolly lads
looked sad enough to have received funeral
bulletins from the officers in charge of the
yacht. Captain Wringe occasionally looked
at some of the men, who instinctively
shoved an inch or two forward, as if the
end of the boat was not to be en-
croached upon.

When Mr. Mower, the measurer, was
ready he took off his coat, rolled up his
sleeves and threw his hat on the deck.
Mr. Fife also took off his coat and jumped
into a scow that was alongside. Mr. Cor-
mack pulled the scow, and when it was
pushed over to the side of the dock got
into it. The umpire committee had asked
him to keep his practiced eye on the re-
measurement business.

Mr. Fife found his markings amidships
and fore and aft. There was no mistaking
him in taking out the right
quantity of loose ballast, as its weight al-
ways was exactly the same. The anchor
and chain that had caused all the trouble
was then on board.

Coming back to the port quarter of the
yacht, and speaking to Vice Commodore
Sherman-Crawford, who was sitting on a

Preparing to Remeasure the Shamrock—Lines of the Yachts



DR. A. E. NEALE, COL. D. F. NEALE, MR. THOMAS LIPTON

With Mr. Bacon, the Royal Ulster of-
ficial got up, smiled and passed around ci-
gars. Secretary Cormack smoked, but Mr.
Fife, tucking the Havana into his pocket,
remained silent.

Water Is Smoothed.
Mr. Mower and his assistant joined Mr.
Fife and Mr. Cormack in the scow. The
overhangs were to be taken. Going aft,
Mr. Fife complained that there was a gen-
tle swell on the water in the dock and
asked the reason. Two much water had
been allowed in the dock and the gate had
not properly grounded. Six inches was
pumped out, when the water assumed its
proper smoothness and the measurer pro-
ceeded with his work on the overhangs and
finished it shortly.

The crucial test followed with the mea-
surement of deck, and that the markings
were accurate. A spirit level was used on the straight
edge. Then Sir Thomas, who had held
long conversations with Neale and
Skipper Revis, of the Shamrock I, during
the work of the remeasurement, left the
yacht, hailed his launch and boarded the
Reliance.

Before he left the yacht Sir Thomas said
to the water line length of the yacht had
been found satisfactory, and further re-
marked, when asked regarding the out-
come.

"We are still hoping for the best. The
Reliance surprised me in every way, and
especially in her running qualities. We
thought the Shamrock would prove the
better boat in going to windward, and
then the Reliance surprised us. This
conclusion was based on what the
Constitution did with the Reliance on two
occasions. The Reliance was the winner
of the N.Y.C.C. trial races. The wonderful
work of the Reliance has surprised us all."

At this juncture Mr. Fife lit a cigar
and smoked it with satisfaction. The
designer remained in the yard until the
gate of the dock was opened and the Sham-
rock was warped into open water and
taken to tow.

Hull Not Injured. The story of the
Shamrock's hull being injured in the
confused seas of Saturday was only a dock
yard. Two rivets on the starboard side
were renewed, and some attention was
given to the rudder. The underbody was
also cleaned, but Mr. Fife and all others
denied emphatically that the yacht was in
any manner damaged in the race.

Later in the day Secretary Cormack, at
the club house, made public the result of
the remeasurement. It varied so little
from that previously made that there is no
difference in the time allowance which the
Reliance receives. The water line length
was 117 ft. 6 in., although Mr. Mower carefully
remeasured the yacht's main boom, taking
advantage of the occasion by hauling the
boom out to the extreme end of the spar.

A copy of the certificate of remeasure-
ment is appended:

Length of hull water line	Feet.
Length from after end of main boom to forward point of measurement	157.54
Length from forward point of measurement to mainmast	81.40
Length of mainmast	65.77
Length of topmast	72.31
Height from the upper side of main boom to the top of the mainmast	144.83
Square root of sail area	118.97
Sailing length, as per measurement	117.54
The sailing length, as per measurement, less the length of the mainmast and topmast	117.54

Same Allowance.
The Reliance, therefore, continues to
give the Shamrock III a five-minute ad-
vantage. There were fifty-six men on
the yacht when she was remeasured.

Comparison with the original mea-
surement figures shows that the new water
line length of the yacht is one-hundredth
of a foot less than that first obtained, while
the new sailing length is twenty-five one-
hundredths of a foot less.

The sailing length, as calculated on
Tuesday last with the first measurement
was 117.54 feet. When the yard throat
halyard block was lowered the corrected
sailing length was made 117.44 feet. Now it
is 117.34 feet.

Down to the Horsehoe went the Sham-
rock to await to-day's battle, which will
be a struggle.

That will be better told
later, but hope has not deserted Sir
Thomas and his associates, while on the
Reliance there are light hearts and con-
fident mariners.

While looking at the Shamrock in dock,
yesterday, and comparing her with the
Reliance, W. P. Stevens, a well known
yachting writer, said, "It seems to me
that the only factor of form of a yacht
is now of little importance. The problem
of the designer is mainly one of engi-
neering in producing a strong hull and
rig, and after that comes the personal work
of the sailmaker, and the skill of the skip-
per. On the last point it would be im-
possible to speak too highly of the work
of Captain Barr."

TWO MORE STEAMER CAPTAINS ACCUSED

The Richard Peck and the Edmund
Butler Said to Have Trans-
gressed Patrol Rules.

Charges against two more excursion
craft have been filed with the local Board
of United States Steamboat Inspectors for
breaking through the patrol line at Sat-
urday's yacht race.

Under circumstances similar to those
when the City of Savannah was charged
with having violated the rules of the road
and ignored orders to get back in line, the
Richard Peck and the Edmund Butler are
accused by Captain Thomas D. Walker, of
the revenue cutter Gresham. The charges
were filed late yesterday afternoon.

After the yachts had made the turn and
with all sail spread were racing away
for the finish line, the Richard Peck and
the Edmund Butler, according to the
charges, broke away from the line which
the revenue cutters were trying to keep
and sought to keep their passengers closer
to the racers than had been possible on
the best of windward.

No date for the hearing of these charges
has yet been set by Supervising Inspector
Charters, before whom they were made.
Captain Daggett, of the City of Savan-
nah, was to have had a hearing on the
charges against him yesterday afternoon,
but it was put over to tomorrow morning
at nine o'clock. Captain Walker has
urged Collector Stranahan to see that the
charges are pressed, as otherwise he says
it will be impossible to restrain the excu-
sion craft from approaching too near the
racing yachts.

If Captain Daggett is found guilty, he
and the two other captains as well, if the
charges against them are proved, may be
fined, and for ignoring orders their licenses
may be revoked.

The three vessels against whom captains
charges have been made, will attend the
races to-day and subsequent races, sail-
ing at the usual hour, it was announced
last night, despite the result of the hear-
ings.

On the run home Mr. Iselin pointed aloft
to a wrinkle in the boat at the throat of
the big gaff, which seemed to give some
uneasiness. As usual, everything was
snuggled down by lunch time, and all went
on board the Sunbeam, with the exception
of a solitary quartermaster, who paced his
watch out on the white deck of the pride
of America. There is no need of hauling
out the Reliance for polishing up. When
the eye followed the trough of the curling
waves that caressed the sides of the Re-

FIGHT FOR OHIO AT ITS HEIGHT HOPE TO INDUCE LOW NOT TO RUN

Neither Johnson Nor Zimmer-
man Yet Sure of Winning
Democratic Nomination.

EACH WORKS VERY HARD

Desperate Efforts Made to Break the
Ranks of the Cleve-
land Mayor.

TEST WILL BE HAD TO-DAY

COLUMBUS, Ohio, Monday.—The contest
between John T. Johnson, of Cleve-
land, and Mayor L. B. Squire, of Spring-
field, for the Democratic gubernatorial
nomination in the State Convention to be
held here on Wednesday, is to-night as
much disputed as ever.

Mr. Zimmermann, with many followers,
has been here all day in charge of his can-
vass. Mr. Johnson will not arrive until
tomorrow noon with a special train load
of friends from Cleveland, but his man-
agers have been very active to-day. The city
is filled with Johnson portraits and ban-
ners.

Following the withdrawal of Mr. Book-
walter as the Johnson candidate for Sen-
ator, the Zimmermann men inaugurated a
raid on the Johnson ranks, declaring that
the instructions of Mr. Johnson's com-
mittee applied only to the balloting on
Wednesday and not to the selection of
members of the State committee on
credentials, resolutions, &c.

CALL IT WEAKNESS.
Johnson men met this charge by saying
it was a confession of weakness, and that
the instructions applied to the selection of
members of the new State Central Com-
mittee and the entire organization of the
Convention.

It is still conceded that the man secur-
ing a majority of the Committee on Cre-
dentials tomorrow will be called in Sen-
ator. Johnson, as 145 seats
out of 80 are contested, and neither can-
didate can win without having all of his
delegates seated.

Zimmermann men are working desper-
ately to make a break in the Johnson ranks
because of the importance of John H.
Clarke, of Cleveland, for Senator in place
of Mr. Bookwalter, and in this matter they
have caused the Johnson managers some
trouble.

"WHO WILL BE NEXT?"

One of the written statements given out
from the Zimmermann headquarters to-
day charges that Mr. Johnson first failed to
get Melville E. Ingalls, of Cincinnati, to
run for the State Senator, and then Mr.
Sam Jones, of Toledo, and then Mr. Book-
walter.

After stating that Mr. Clarke voted
against William J. Bryan in 1896 and for
him under protest in 1900, the statement
asks, "Who will be next?"

There was a break in the Johnson line
late to-night on the choice for Senator.
The delegates from Northwestern Ohio,
all instructed for Johnson, called in Sen-
ator George M. Saltzgeber, temporary
chairman of the Convention, and pledged
their support to him.

Among those who refuse to support John
H. Clarke, of Cleveland, are W. L. Finley
and W. T. McLaughlin, two of the most
able advisers. Among the Johnson men
who joined in the opposition to Clarke were
former Congressman Lantz, of Columbus,
and Congressman Harry C. Garber, chair-
man of the Democratic State Committee.

Clarke is to present Johnson's name to the
convention for Governor. It is not
doubtful whether Clarke's name will be
presented for Senator.

WHITE HOUSE IS THE JOHNSON GOAL

Cleveland Mayor's Present Campaign
Merely Preliminary to Struggle
for the Presidency.

[SPECIAL DESPATCH TO THE HERALD.]
COLUMBUS, Ohio, Monday.—Tom L.
Johnson is now making the last play in the
game of politics he began two years ago
last spring, when he announced himself
as a candidate for Mayor of Cleveland.
The stake for which he is striving is the
Presidency of the United States.

In the Democratic State Convention,
which assembles in Columbus to-morrow,
he hopes to capture the nomination for the
Governorship, and if he is not disap-
pointed in that his campaign for the Pres-
idency will begin at once.

Mayor Johnson does not hope or want to
be elected Governor of Ohio. He expects
to be defeated. He had to seek the nomi-
nation as a measure of self-protection.
Things were shaping so that nothing could
have prevented the nomination of John L.
Zimmerman, of Springfield, for the Govern-
orship.

The success of Mr. Zimmermann in the
State Convention would mean the triumph
of the Springfield man, and the campaign
would be fought on a platform embodying
the policy of "Ohio first and democracy."
The new issues which Mayor Johnson has
manufactured for the Democrats would be
ignored, and there would be nothing of
Johnson or Zimmermann in the campaign.

Rather than see Mr. Zimmermann nomi-
nated and the campaign conducted on the
platform of "Ohio first," Mr. Johnson pre-
ferred to make the appointment
of standing for the nomination
of Governor, and he has not dis-
appointed in that his campaign for the Pres-
idency will begin at once.

Mayor Johnson is looking toward the
White House, and this is the way in
which he hopes to make this year's cam-
paign a stepping stone to his purpose. While
he stands no chance of election if nomi-
nated for Governor, he feels that by tak-
ing the nomination he will be able to cap-
ture the party and retain his grip upon the
organization, and that is one of the main
considerations.

Mr. Johnson's chief purpose, however, is
to gain control of the Legislature, and to
this end candidates have been named in
several of the counties who will be nomi-
nated to Mr. Johnson at all times. In these
counties the Johnson issues will be raised
and the campaign will be conducted on the
platform of "Ohio first and democracy."

Mr. Johnson has said he is after the
coup of the Legislature, and that the Dem-
ocrats can afford to lose the Governor-
ship if they gain a majority of the Gen-
eral Assembly. He reasons that if he can
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Programme of To-Day's Race

The Regatta Committee's steamer Navigator will leave the foot of Twenty-
fourth street, East River (Harbor) Pier, at half-past eight o'clock.

The N.Y.C.C.'s steamer Monmouth will leave the foot of Rector street,
North River (Central Railroad of New Jersey pier), at a quarter-past nine
o'clock, and will land at the same point on her return. The Monmouth will be
in charge of Mr. George A. Freeman, N.Y.C.C.

The Atlantic Y.C.C.'s steamer Taurus will leave pier No. 1 North River at
nine o'clock, stopping at the club house, Sea Gate, and returning will, in ad-
dition to the above, land at the Crescent Athletic Club's dock, Bay Ridge.
The Savannah Y.C.C.'s steamer Georgia will leave pier No. 50 North River (Wilson line), foot of West Twelfth and Bethune streets, at
nine o'clock.

The race will be over a triangular course of thirty nautical miles, ten miles
to a leg. Thirty nautical miles are equal to 24.5 statute miles.
The start will be made from Sandy Hook Lightship at 11:00 a.m. and
o'clock as shall be practicable, the preparatory signal being given fifteen min-
utes in advance.

The ocean courses will be set by the preparatory signal given fifteen min-
utes in advance. Robert Bacon will sail on the Shamrock III, as the representative of the
New York Yacht Club, and Mr. H. M. McGilgower will sail on the Reliance
as the representative of the Royal Ulster Yacht Club.

The Reliance will allow the Shamrock III 1m. 57s. over the course.

The Shamrock Tries New Mainsail

Hoists It Only, However, and Does Not Go for a Spin—
The Reliance Is Sent on a Reach Toward
the Southwest Spit Buoy.

With both boats in splendid condition
for to-day's contest, the crews of the
Shamrock III, and the Reliance went early
to rest last night, to be in perfect fettle
for the second struggle for nautical su-
premaccy. If struggle there is to be, the
Shamrock III, with the Shamrock I, ar-
rived at the Horsehoe in tow of the
Cruiser at three o'clock, and there was
a disappointment to the watchers of the fleet
because Captain Wringe did not work out
his boat, as did Captain Barr the Re-
liance, in the morning hours.

Instead, after coming to her mooring
buoy, the Shamrock III hoisted a new
mainsail, one that was not used in the
race on Saturday. The great can-
vas, hauled taut, set badly. Although per-
fectly flat along the diagonal centre seams,
the leech was in wrinkles and there was
a pucker of the hoist for at least thirty
feet from the boom up. Captain Wringe
had his men sit on the foot of the sail
and it was hauled out until there were a
scant few inches to the end of the big
square boom.

Brood reaching is to be the feature to-
day, and it is believed Captain Wringe has
sent this mainsail in order to get the divi-
ding power which is lacking in a canvas
set too flat. When under way there will
be a broad curve on the leech and a belly
in the sail close to the mast, which should
be advantageous in a strong breeze.

The Reliance spins.
With the absence of the Erin and the
Shamrock the morning hours were lonely
in the vicinity of the Hook, and when at
ten o'clock the Reliance sailed from her
mooring at the Horsehoe was nearly de-
serted.

With Mr. Iselin and Captain Barr when
the Reliance was sent on a reach toward
the southwest spit buoy were Lewis Chase
Ledyard, who had arrived on the Rambler
an hour before, Herbert C. Leeds, Wood-
ward Kane, Dr. Manahan and "Navy" Her-
reshoff. Captain Barr had his small cub
topsail and mainsail set before the party
arrived, and immediately the Reliance
was run up and the Reliance
blowing for the practice work.

There was an uncertain northeast breeze
blowing at a five knot gale, with some-
times more north than east in it, and this
shifting toward the other quarter of the
compass. At no time was it heavy enough
to thoroughly stretch the defender's can-
vas, and it was put over to tomorrow morn-
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the eye followed the trough of the curling
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Joseph Greaves, manager of the Oriental
Hotel, at Manhattan Beach, was busy yester-
day explaining the reason for the sud-
den substitution of a British flag for the
flag of Ireland as a part of the decorations
in the dining room in honor of the pres-
ence of Sir Thomas Lipton, who was pres-
ent at a dinner party at the hotel on Sun-
day night.

Over the dining table were crossed the
Stars and Stripes and the green flag of
Ireland, and Mr. Greaves, and Mr. Greaves
glanced at the decorations and suddenly
stopped.

"Pardon me, but I fear I cannot sit un-
der that flag," he said, indicating the pen-
nons. "It is an Irish flag, is it not?"
"Why? It is an Irish flag, is it not?"
asked an American member of the party.
"True," answered the knight, with a
smile, "but it does not bear the British
crown. No Irishman loyal to his king
will recognize an Irish flag without that
token of allegiance. I beg that a change
be made."

The American members of the party ac-
knowledged the mistake, and Mr. Greaves
sent for the proper flag. None bearing
the crown could be found, but when the
British Union Jack was brought, Sir
Thomas said: "I prefer this a thousand
times to the one that was there first."

In the meantime the party had waited an
hour for the change to be made.

OPEN REVOLT ON HILL LEADERSHIP

Enemies Plan War of Reprisal
on Former Senator to Hu-
miliate Him.

EXPECT TAMMANY'S AID

Prominent Men See Danger to Party
Unless Peace Is Quickly
Arranged.

BROOKLYNITES BITTER FOES

[SPECIAL DESPATCH TO THE HERALD.]
SARATOGA, N. Y., Monday.—Open revolt
has been started against the leadership of
David B. Hill within the Democratic party
of this State. A war of reprisal